

AGENDA INFORMATION		 Dept. Manager	 GM/ Director	 CAO
☒ Regular Meeting	Date: July 6, 2026			
☐ Other:	Date:			

The District of North Vancouver

REPORT TO COUNCIL

June 2, 2026
 Case: PLN2024-00050
 File: 08.3060.20/050.24

AUTHOR: Jon Maselli, Development Planner

SUBJECT: Bylaw 8771 – Rezoning for a Six-Unit Townhouse Development at 873 Premier Street

RECOMMENDATION

THAT the “District of North Vancouver Rezoning Bylaw 1461 (Bylaw 8771)” is given FIRST, SECOND, and THIRD readings.

REASON FOR REPORT

Implementation of the proposed project requires Council’s consideration of Bylaw 8771 to rezone the subject property **(Attachment 1)**. A Development Permit would be forwarded to Council for consideration if the rezoning proceeds.

SUMMARY

Brody Properties Ltd. has applied to redevelop an existing detached residential lot at 873 Premier Street as a six-unit townhouse development consisting of two three-storey buildings.

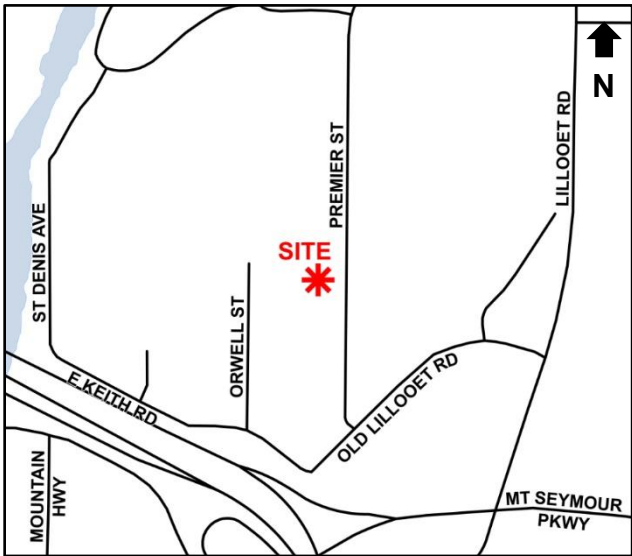


Figure 1: Site Location

BACKGROUND

Site and Surrounding Area

The site is approximately 1,022 m² (11,000 sq. ft.) in size and is located on the west side of Premier Street, north of Old Lillooet Road, in the Lynnmour/Inter-River neighbourhood. Surrounding properties include recent townhouse developments of similar layout, height, and density to the north, west, and south. Across Premier Street to the east is Edgewater Estates, a townhouse and apartment residential development built in the 1960s.

The townhouse development immediately adjacent to the west and south of the site is “Continuum” at 856 Orwell Street, a 23-unit townhouse complex also developed by Brody Properties Ltd. and completed in 2020. The Continuum rezoning (Bylaw 8197) anticipated future redevelopment of this site, and an access easement (CA6472575) was registered at that time to provide vehicle access to 873 Premier Street through the Continuum site. The current proposal has been designed to function as an extension of the Continuum development in terms of architectural and landscape design, site layout, and vehicle access.



Figure 2: Site Aerial



Figure 3: Existing Site Context (View Facing West From Premier Street, May 2022 Imagery)

POLICY ALIGNMENT

Official Community Plan

The Official Community Plan (OCP) designates the site as RES Level 3: Attached Residential which envisions attached row houses at a density of up to approximately 0.8 Floor Space Ratio (FSR). The proposal is consistent with the OCP designation.

Targeted OCP Review 2021-2030

The project has been reviewed against the Targeted OCP Review Action Plan ([Action Plan](#)) and addresses the following “Priority Actions”:

Priority Action #5: Increase housing diversity to support a range of incomes, household types, and accessibility needs within and close to Town and Village Centres.

The proposal includes family-sized housing units in an area close to schools, parks, and other amenities.

Priority Action #8: Reduce greenhouse gas emissions from buildings, transportation, and waste to address the climate emergency.

The proposed buildings will be built to Step 4 of the BC Energy Step Code with Emissions Level 3.

Zoning

The subject property is currently zoned RS3 (Single-Family Residential 7200 Zone). Rezoning is required to accommodate the project and Bylaw 8771 proposes to create a new Comprehensive Development Zone 160 (CD160) tailored to this project. The proposed CD160 zone prescribes permitted uses and zoning provisions such as a maximum density of 817.5 m² (8,800 sq. ft.), a maximum of six dwelling units, a maximum building height, setbacks, and parking requirements.

ANALYSIS

Site Plan and Project Description

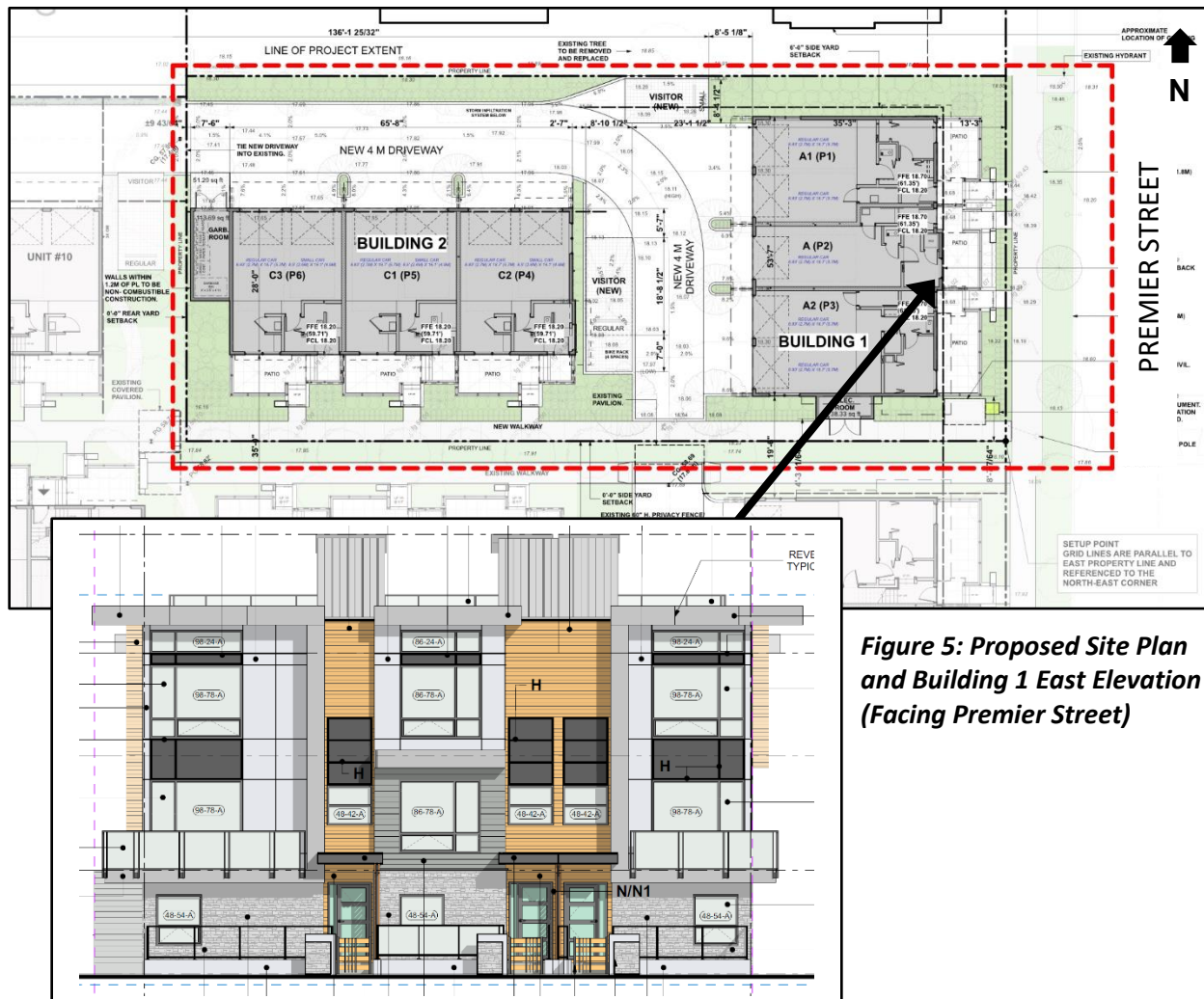
The project consists of six ground-oriented townhouse units in two three-storey buildings with a total floor area of approximately 817.5 m² (8,800 sq. ft.). Building 1 fronts Premier Street and contains three units. Building 2 is located to the west and contains three units. The units are a



Figure 4: OCP Context Map

mix of two-bedroom, three-bedroom, and four-bedroom layouts ranging in size from approximately 157 m² (1,695 sq. ft.) to 208 m² (2,243 sq. ft.). Each unit includes a private attached garage, a private entrance at grade, and private outdoor space including a rooftop deck.

The buildings have a contemporary flat-roofed design consistent with the adjacent Continuum development. The building design has been informed by the flood construction level requirements of the Creek Hazard Development Permit Area, which requires living spaces to be elevated above the potential flood level. The proposed three-storey massing is consistent with the height and form of adjacent townhouse developments.



Development Permits

The site is currently in the following Development Permit Area(s):

- Form and Character of Ground-Oriented Housing;
- Energy and Water Conservation and Greenhouse Gas Emission Reduction; and
- Protection of Development from Hazardous Conditions - Creek Hazard.

The site is within the Lynn Creek flood plain as identified in the Lynnmour/Inter-River Local Plan, which requires new development in this area to be constructed to flood construction levels and to address flood protection and drainage measures as a condition of redevelopment. A Flood Hazard Assessment Report and a subsequent review memo have been prepared by Northwest Hydraulic Consultants Ltd. in support of the application, and flood hazard protection requirements will be secured by covenant.

A detailed review of development permit issues, outlining the project's compliance with the applicable development permit guidelines will be provided for Council's consideration should the application proceed through the rezoning process.

Advisory Design Panel

Given the scope of the proposed development and its consistency with the existing pattern of multifamily development in the immediate area, the application was not required to be considered by the Advisory Design Panel.

Landscaping

A conceptual landscape plan has been submitted with the rezoning application. The proposed landscaping concentrates plantings along the site perimeters to provide buffering to adjacent properties, with additional landscaping distributed throughout the site to delineate private spaces. Three new street trees are proposed within the District boulevard area along the Premier Street frontage.

Should the rezoning proposal proceed, a more detailed review of landscape issues will be included in the development permit report.

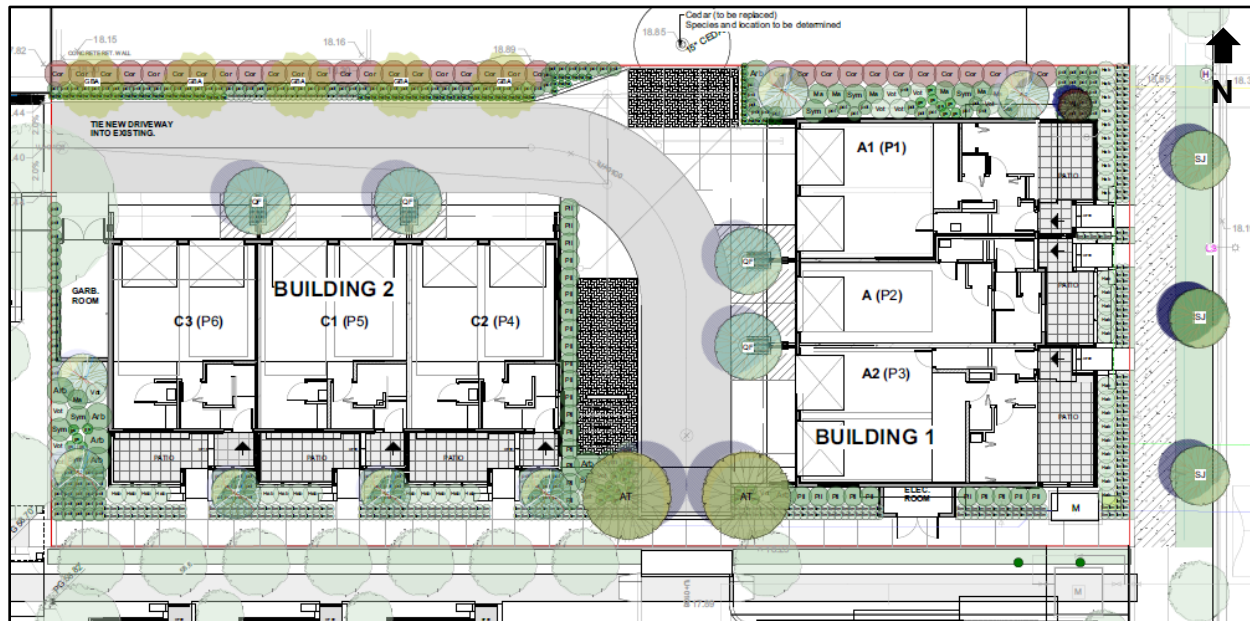


Figure 6: Proposed Landscape Plan

Accessibility

The Accessible Design Policy for Multifamily Housing aims for approximately 15% of units in ground-oriented multifamily developments to include Basic Accessible Design features, recognizing this may not be feasible for all projects. For this six-unit development, the policy target would be approximately one unit.

Due to the townhouse building form and flood construction level requirements, all units have stairs. The applicant has reviewed the policy and has integrated individual Basic Accessible Design features where feasible.

Vehicle Parking and Access

Vehicle access to the site is from Orwell Street to the west (see yellow arrow in image below), through the adjacent Continuum townhouse complex. As part of the Continuum rezoning (Bylaw 8197), an access easement agreement (CA6472575) was registered to provide vehicle access to this site. This shared access arrangement maintains the strong street presence established by the Continuum development along Premier Street.

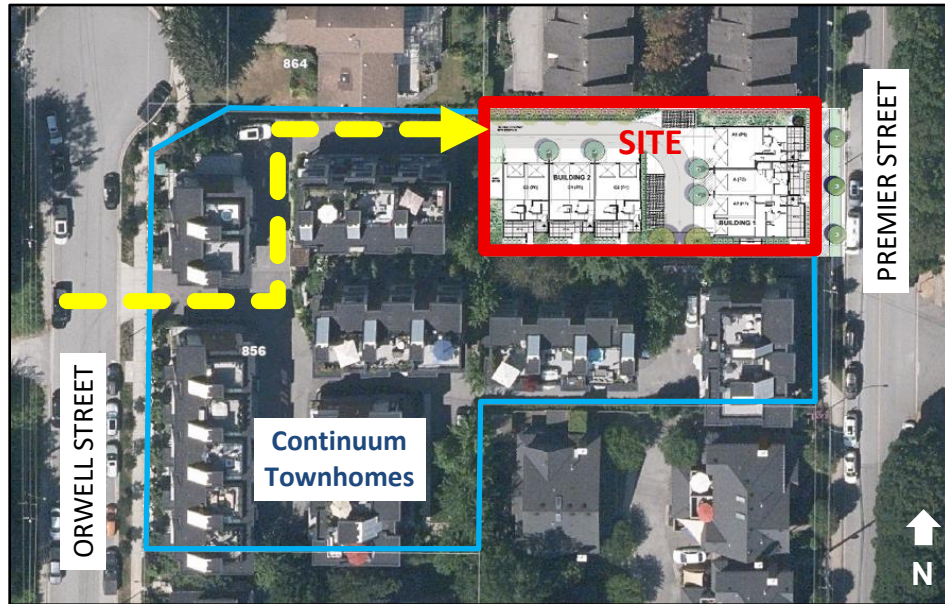


Figure 7: Vehicle Parking and Access

All residential parking is proposed at grade within attached garages for each townhouse unit. Visitor parking is provided in designated surface stalls. The total amount of parking provided complies with Zoning Bylaw requirements and is broken down as follows:

Parking	Stalls per Residential Unit	Total Stalls
Residential	1.83	11
Residential Visitor	0.33	2
Total		13

All resident parking spaces will have access to a Level 2 EV charging outlet in accordance with the District's *Electric Vehicle Charging Infrastructure Policy*.

Bicycle Parking

The proposal complies with the District's *Bicycle Parking and End-of-Trip Facilities Policy* and provides the following number of bicycle parking stalls, which will be secured in the proposed CD160 zone:

	Class 1 (Long Term) – Secure Bicycle Storage	Class 2 (Short Term) – Bicycle Storage	Total
Residential	12	4	16

Overall, the bicycle parking proposed, along with the site's proximity to transit service, will support alternate transportation options for residents and visitors to the project.

Off-site improvements

The application includes street frontage improvements along Premier Street with street tree plantings, sidewalk upgrades, and curb, gutter, and paving improvements. Off-site civil works also include upgrades to the sanitary sewer main and water main along the site frontage and adjacent portions of Premier Street.

The full scope and value of required off-site construction will be determined through the detailed design work at the Building Permit stage and secured through an Engineering Services Agreement.

The project will also pay Development Cost Charges (DCCs) at the applicable rate at the date of Building Permit issuance should the rezoning be successful.

Community Amenity Contribution

For any application seeking a density increase through rezoning, the District's *Community Amenity Contribution (CAC) Policy* outlines expectations for voluntary contribution of community amenities. The policy recommends a target rate for CAC for this site. Based on the target rate, the applicant has offered approximately \$33,496 in cash contribution. This contribution will be secured through the development covenant. It is anticipated that the CACs from this development will be directed toward the affordable housing fund; park and trail improvements; public art; or other public realm infrastructure improvements in and around the Lynnmour area, as determined by Council through the annual capital budget process.

Financial Implications

The project will contribute the following:

- Off-site works, the scope and value of which will be determined through the detailed design work at the Building Permit stage;
- DCCs currently estimated at approximately \$337,374 based on current rates for DNV, Metro Vancouver, and TransLink (applicable rates at the date of Building Permit issuance would apply); and
- CACs of approximately \$33,496.

Concurrence

The project has been reviewed by staff from the Environment, Building and Permits, Legal, Engineering, Community Planning, Urban Design, Transportation, Parks, and Fire departments.

The District of North Vancouver Rezoning Bylaw 8771 affects land lying within 800 metres of a controlled access intersection and therefore approval by the Provincial Ministry of Transportation and Transit (MOTT) will be required after third reading of the bylaw and prior to bylaw adoption.

Construction Traffic Management Plan

The site is located in the Lynnmour/Inter-River neighbourhood. Recent nearby project approvals include a six-storey affordable rental building at the intersection of Old Lillooet Road and Lillooet Road.

In order to reduce development's impact on pedestrian and vehicular movements, the applicant is required to provide a draft Construction Traffic Management Plan (CTMP) as a condition of a Development Permit. The CTMP is required to be approved by the District prior to issuance of a Building Permit.

In particular, the Construction Traffic Management Plan must:

- Provide safe passage for pedestrians, cyclists, and vehicle traffic;
- Outline roadway efficiencies (i.e. location of traffic management signs and flaggers);
- Make provisions for trade vehicle parking which is acceptable to the District and minimizes impacts to neighbourhoods;
- Provide a point of contact for all calls and concerns;
- Provide a sequence and schedule of construction activities;
- Identify methods of sharing construction schedule with other developments in the area;
- Ascertain a location for truck marshalling;
- Address silt/dust control and cleaning up from adjacent streets;
- Provide a plan for litter clean-up and street sweeping adjacent to site; and,
- Include a communication plan to notify surrounding businesses and residents.

Public Input

The applicant held a virtual Public Information Meeting from April 28 to May 9, 2025. Notices were distributed to neighbours in accordance with the District's policy on *Non-Statutory Public Consultation for Development Applications*. One sign was placed on the property to notify passersby of the meeting, and advertisements were placed in the North Shore News. A webpage was established for this project on the District's website.

Seventeen online responses were received from eight respondents, as well as one additional email. Public input identified the following themes:

- Loss of potential habitat and biodiversity through the removal of on-site trees;
- Access concerns regarding the use of the existing Continuum townhouse complex for vehicle access from Orwell Street;
- Safety concerns associated with the existing east-west pedestrian connection;
- Questions regarding strata amalgamation and shared services such as snow removal, utilities, and waste collection; and
- Concerns with the proposed density.

A summary of public input is attached as Attachment 2.

Response to Public Input

The applicant has provided the following responses to the public input received:

- In response to the concerns regarding tree removal, new plantings of trees, shrubs, and groundcover are proposed to replace existing vegetation and provide buffering to neighbouring properties.
- The vehicle access arrangement through the Continuum site was anticipated during the Continuum rezoning and secured through a registered access easement (CA6472575).
- The existing east-west pedestrian walkway will be preserved.
- The two developments will operate as separate strata corporations, with shared access governed by the terms of the registered easement.
- The proposed density is consistent with the OCP designation for the site and the existing form of development on the surrounding properties.

Implementation

Implementation of this project will require a rezoning as well as issuance of a development permit and registration of legal agreements.

In accordance with Section 464 of the *Local Government Act*, a Public Hearing is prohibited. Notice of First, Second, and Third readings will be mailed to properties within 100 metres of the site, and written submissions received by the District will be provided to Council for consideration.

Bylaw 8771 (Attachment 1) rezones the subject site from RS3 to a new Comprehensive Development Zone 160 (CD160) which:

- establishes the permitted residential uses;
- allows home occupations as an accessory use;

- establishes the maximum permitted floor area on the site;
- establishes setback and building height regulations; and
- establishes parking regulations specific to this project.

A legal framework will be required to support the project. It is anticipated that a development covenant will be used to secure items such as the general form and layout of project, the CAC, and details of off-site servicing. Additional legal documents anticipated for the project include:

- Flood Hazard Covenant
- Stormwater Management Covenant; and
- Engineering Servicing Agreement.

CONCLUSION

This proposal is consistent with OCP and would assist in the delivery of ground-oriented family-sized housing units that are consistent with adjacent developments in the Lynnmour/Inter-River neighbourhood. The rezoning proposal is now ready for Council's consideration.

OPTIONS

The following options are available for Council's consideration:

1. Give Bylaw 8771 First, Second, and Third Readings (staff recommendation);
2. Refer the project back to staff for further consideration; or
3. Abandon the bylaw at First Reading.

Respectfully submitted,



Jon Maselli
Development Planner

ATTACHMENTS

1. Bylaw 8771 – Zoning Amendment Bylaw
2. Summary of Public Input
3. Architectural and Landscape Plans

REVIEWED WITH:		
☐ Community Planning	_____	☐ Clerk's Office
☐ Development Planning	_____	☐ Communications
☐ Development Engineering	_____	☐ Finance
☐ Utilities	_____	☐ Fire Services
☐ Engineering Operations	_____	☐ ITS
☐ Parks	_____	☐ Solicitor
☐ Environment	_____	☐ GIS
☐ Facilities	_____	☐ Real Estate
☐ Human Resources	_____	☐ Bylaw Services
☐ Review and Compliance	_____	☐ Planning
		External Agencies:
		☐ Library Board
		☐ NS Health
		☐ RCMP
		☐ NVRC
		☐ Museum & Arch.
		☐ Other:

The Corporation of the District of North Vancouver

Bylaw 8771

A bylaw to amend District of North Vancouver Zoning Bylaw 3210, 1965

The Council for The Corporation of the District of North Vancouver enacts as follows:

1. Citation

This bylaw may be cited as “District of North Vancouver Rezoning Bylaw 1461 (Bylaw 8771)”.

2. Amendments

2.1 District of North Vancouver Zoning Bylaw 3210, 1965 is amended as follows:

- a) Part 2A Definitions is amended by adding CD160 to the list of Zones that Part 2A applies to.
- b) Section 301(2) by inserting the following zoning designation:

“Comprehensive Development Zone 160 CD160”

- c) Part 4B Comprehensive Development Zone Regulations by inserting the following:

“4B 160 Comprehensive Development Zone 160 CD160

The CD160 Zone is applied to:

- i) LOT 22 BLOCK 3 DISTRICT LOT 612 PLAN 2377 (PID: 013-832-671)

4B 160 – 1 Intent

The purpose of CD160 Zone is to permit a ground-oriented, multi-family residential development.

4B 160 – 2 Permitted Uses

The following *principal* uses shall be permitted in the CD160 Zone:

- a) Uses Permitted Without Conditions:

Not applicable.

b) Conditional Uses:

The following *principal uses* are permitted when the conditions outlined in Section 4B 160 – 3 Conditions of Use are met:

i) *Residential use.*

4B 160 – 3 Conditions of Use

a) ***Residential use:*** *Residential use* is only permitted when the following conditions are met:

- i) Each *dwelling unit* has access to private or semi-private outdoor space;
- ii) Each *dwelling unit* has exclusive access to a private garage space; and
- iii) *Balcony*, patio, and deck enclosures are not permitted.

4B 160 – 4 Accessory Uses

- a) *Accessory uses* customarily ancillary to the *principal uses* are permitted.
- b) *Home occupations* are permitted in *dwelling units*.

4B 160 – 5 Density

- a) The maximum permitted *gross floor area* is 817.5 m² (8,800 sq. ft.).
- b) The maximum permitted number of *dwelling units* is 6.
- c) For the purpose of calculating *gross floor area*, the following are exempted:
 - i) Private garage spaces, to a maximum of 260.4 m² (2,803 sq. ft.) in total for the *lot*;
 - ii) The floor area of unenclosed *balconies*, decks, patios and private rooftop terraces, to a maximum of 227.8 m² (2,451 sq. ft.) in total for the *lot*;
 - iii) Enclosed rooftop access stairwells and associated enclosures, not including rooftop landing areas, to a maximum of 15.79 m² (170 sq. ft.) in total for the *lot*;

- iv) Crawlspace areas with a floor-to-ceiling *height* of less than 1.2 m (4 ft.);
- v) Exterior insulation required to meet building energy standards, to a maximum of 30.4 m² (328 sq. ft.) in total for the *lot*;
- vi) Garbage and recycling rooms, to a maximum of 13.94 m² (150.0 sq. ft.) in total for the *lot*; and
- vii) Mechanical and electrical rooms, to a maximum of 4.65 m² (50.0 sq. ft.) in total for the *lot*.

4B 160 – 6 Setbacks

- a) *Buildings* shall be set back from *lot* lines to the closest *building* face as established by development permit and regulated as follows:

Setback	Minimum Required Setback
North Property Line	1.80 m (5.9 ft.)
East Property Line (Premier Street)	3.65 m (12.0 ft.)
South Property Line	2.60 m (8.5 ft.)
West Property Line	2.25 m (7.4 ft.)

- b) Despite Subsection 4B 160 – 6 a), an electrical room may be sited no closer than 1.28 m (4.2 ft.) from the South Property Line.
- c) Despite Subsection 4B 160 – 6 a), a garbage and recycling room may be sited no closer than 0.20 m (0.75 ft.) from the West Property Line.
- d) Decks, balconies, window wells, roof overhangs, vertical projections, and unit entrance canopies are permitted to project into required setbacks up to 1.5 m (5 ft.).
- e) Ground-level patios and unit entry stairs/gates are permitted to project into required setbacks up to 3.0 m (10 ft.).

4B 160 – 7 Height

- a) The maximum permitted *height* for any principal *building* in the CD160 Zone is 11.31 m (37.1 ft.).
- b) Despite Subsection 4B 160 – 7 a), enclosed rooftop access stairwells and associated enclosures are permitted to a maximum *height* of 12.93 m (42.4 ft.).

4B 160 – 8 Coverage

- a) *Building Coverage*: The maximum *building coverage* is 50%.
- b) *Site Coverage*: The maximum *site coverage* is 75%.

4B 160 – 9 Landscaping and Storm Water Management

- a) All land areas not occupied by *buildings*, *patios*, *driveways*, *parking spaces* and *manoeuvring aisles* shall be landscaped in accordance with a landscape plan approved by the District of North Vancouver.
- b) A 2 m (6.6 ft.) high screen consisting of a solid wood fence, or landscaping or a combination thereof, with minimum 90% opacity, is required to screen from view:
 - i) any utility boxes, vents or pumps that are not located underground and/or within a *building*; and
 - ii) any solid waste, garbage, recycling, compost or *loading spaces* that are not located underground and/or within a *building*.

4B 160 – 10 Parking, Loading and Servicing Regulations

- a) Vehicle parking is required as follows:

Use	Parking Requirement
Residential	Minimum of 1.75 parking spaces per <i>dwelling unit</i>
Visitor	Minimum of 0.33 parking spaces per <i>dwelling unit</i>
Small Car	Maximum of 35% of all vehicle <i>parking spaces</i>

- b) Bicycle parking is required as follows:

Use	Minimum Bicycle Parking Requirement
Class 1 (Long Term) – Secured Individual Bicycle Storage Spaces	Minimum of 2 spaces per <i>dwelling unit</i>
Class 2 (Short Term)	Minimum of 4 spaces

- c) Except as specifically provided in Section 4B 160 – 10, parking shall be provided in accordance with Part 10 of this Bylaw.”

- 2.2 The Zoning Map is amended in the case of the lands illustrated on the attached map (Schedule A) by rezoning the lands from Single Family Residential 7200 Zone (RS3) to Comprehensive Development Zone 160 (CD160).

READ a first time

PUBLIC HEARING held

READ a second time

READ a third time

Certified a true copy of "Rezoning Bylaw 1461 (Bylaw 8771)" as at Third Reading

Deputy Corporate Officer

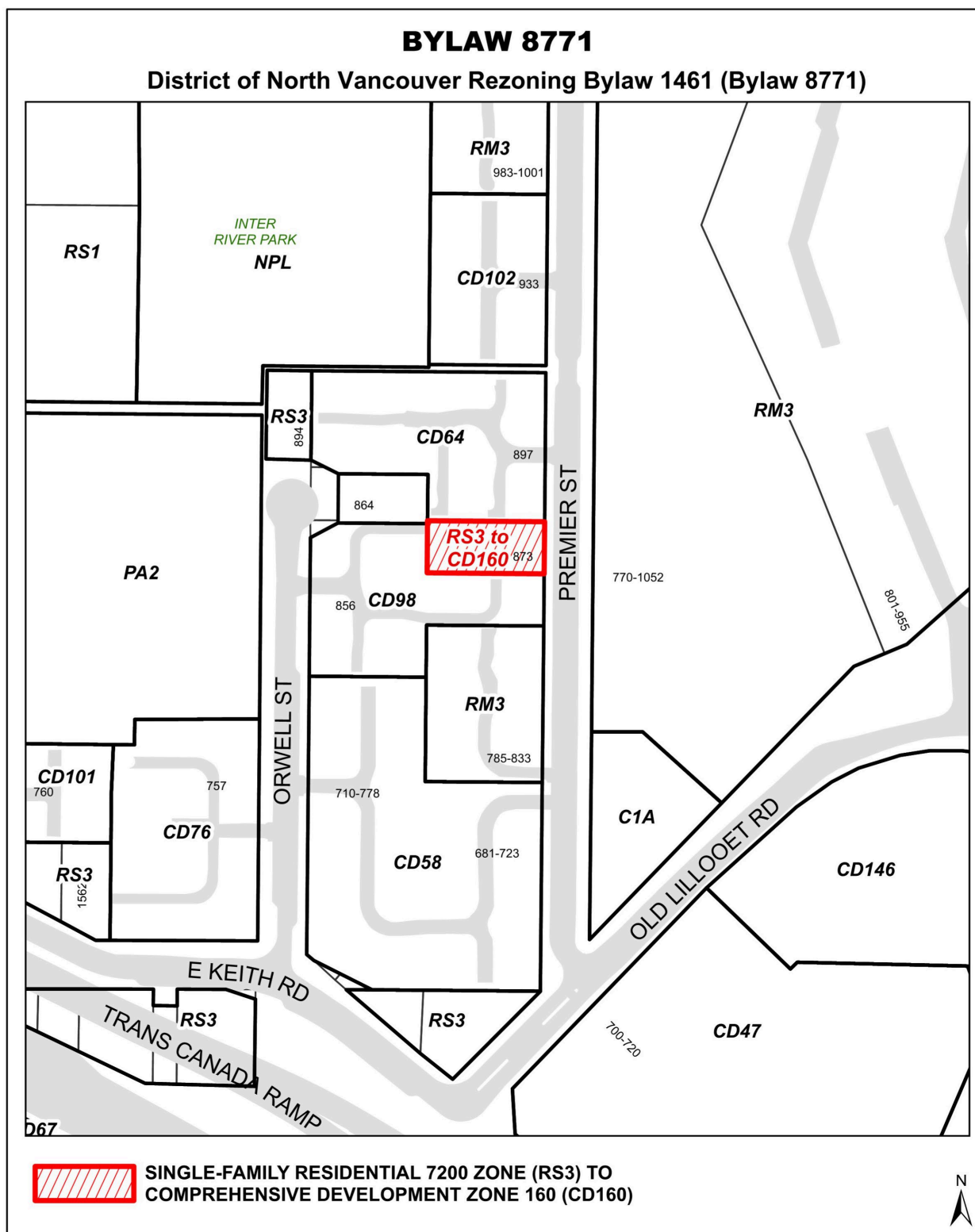
APPROVED by the Ministry of Transportation and Transit on

ADOPTED

Mayor

Corporate Officer

Schedule A to Bylaw 8771



873 Premier Street Summary of Public Input

OVERVIEW

A virtual Public Information Meeting was held for the detailed planning application for a rezoning at 873 Premier Street. Members of the public could view a video presentation and browse display materials prepared by the applicant on the virtual meeting webpage.

Meeting Purpose	1) To present the development proposal to neighbours. 2) To provide an opportunity for the public to ask questions. 3) To provide an opportunity for the public to comment on the proposal.
Event Date	April 28 to May 9, 2025
Comments	17 online comments received from 8 commenters. 1 email received.
Notification	In accordance with District of North Vancouver policies (see Appendix A): Notification flyers were sent to owners and occupants within 100 metres of the subject property. Newspaper advertisements were placed in two editions of the North Shore News: April 23 and April 30, 2025. One notification sign was installed on the subject property.

COMMENTS RECEIVED

Participants were provided the opportunity to submit questions and comments to the project team and the Development Planner through the following means:

- Through the virtual PIM website for two weeks from April 28 to May 9, 2025; and
- Via email or phone throughout the course of the application.

Seventeen online responses were received from eight commenters, as well as one email. The key themes raised are summarized as follows:

Vehicle Access and the Access Easement

Comments questioning the use of the existing Continuum driveway for vehicle access to the proposed development and why access from Premier Street was not being considered. Comments expressing concern about increased traffic on Orwell Street, complications for delivery vehicles, and emergency access. Questions about the history and intent of the access easement registered during the Continuum rezoning.

Strata Amalgamation and Governance

Comments asking whether the proposed development would be amalgamated with the existing Continuum strata, raising concerns about reserve funds, strata bylaws, snow clearing, and utility costs.

Pedestrian Walkway Safety

Comments expressing safety concerns about the existing east-west pedestrian walkway used by children walking to and from Lynnmour Elementary School and asking whether the proposed driveway would cross or disrupt this pathway.

Tree Removal, Habitat, and Biodiversity

Comments expressing concern about the removal of mature on-site trees and the potential loss of habitat for birds and other species. Comments asking whether an environmental assessment had been conducted and suggesting that tree retention or enhanced planting be required.

Parking

Comments noting that on-street parking on Premier Street is already limited, in part because existing residents use their garages for storage rather than vehicle parking. Questions about whether the proposed visitor parking was sufficient for six additional units.

Density and Land Use

Comments questioning whether six units was the best use of the site, with suggestions including fewer units or conversion to green space.

Waste Management

Comments asking about the location of the proposed garbage and recycling facilities and whether waste collection would be shared or separate from Continuum.

Supportive Comments

One comment described the proposal as thoughtfully designed and likely to integrate well with the surrounding developments.

CONCLUSION

The purpose of the virtual Public Information Meeting was to present the detailed development application to the public and to provide an opportunity for the public to ask questions and comment on the proposal.

Notification flyers were distributed to owners and occupants within 100 metres of the subject property, two newspaper advertisements were placed in the North Shore News, and one sign was installed on the property. The virtual PIM was accessible for a two-week period.

Seventeen online comments were received from eight commenters, and one email was received.

The meeting length and format was sufficient to provide all participants with an opportunity to learn about the proposal and submit comments within the two-week period. The feedback received from the public was provided to the applicant and considered by staff in the ongoing review of the application.

Attachments

APPENDIX A: Notification

APPENDIX B: Virtual PIM Comments

APPENDIX A: Notification

Newspaper Advertisement: North Shore News – April 23, 2025

A40 | WEDNESDAY, APRIL 23, 2025

north shore news nsnews.com

CANADA VOTES 2025

New pilot project helps students prepare for first-time voting

ABBY LUCIANO
aluciano@nsnews.com
Local Journalism Initiative Reporter

A new pilot project is giving a group of North Vancouver high school students the opportunity to engage in politics and the knowledge they need to vote after graduation.

Capilano University political science instructor David Matijasevich and Murray Mollard from non-profit North Shore Community Resources put together the First Vote project to promote democratic engagement, elections and voting for first-time voters, oftentimes young adults who have recently turned or are just about to turn 18.

Since January, Windsor and Mountside Secondary seniors have been participating in political workshops run by Capilano University students, learning about politics, civic engagement and ways to get involved.

The students wrapped up the project with shared initiatives they created to engage with the



Windsor Secondary students wrap up their participation in the First Vote pilot project. COURTESY OF DAVID MATIJASEVICH

community in politics.

"We thought that in terms of trying to do civic and voter education, particularly with the upcoming election, young people relate to young people much more easily," Matijasevich said.

Initiatives the high school students put together ranged from launching podcasts and newsletters to Instagram accounts, with most having ties to the federal election.

Windsor Secondary student

Brydon Harris Irvine said her group made an Instagram account encouraging young people to vote and telling them how to do so.

But when it came to creating the username, they picked something that would grab people's attention: Politically Lit.

"We wanted something that was funny and that would also draw people our age to maybe take a look," Irvine said. "A lot of the time, students don't really know how to vote or how to get more

involved, because it's not really accessible, so we decided to use a social media platform that a lot of people our age use to educate them and make it easier to find."

Fewer young people are casting ballots over the last few years, according to Elections Canada data. In the 2015 general election, voter turnout was 57.1 per cent for people ages 18 to 24, then 53.9 per cent in the 2019 election, and 47 per cent in the 2021 election.

Karlee Hewett was one of the six Capilano University students who took part in the pilot project at Windsor Secondary, emphasizing during the discussions that young people's votes really do matter.

"Statistically speaking, it's the older generations that are deciding how our politics are swayed right now, and with engagement of youth, I think we'll really see policy difference and government change in the future," Hewett said.

Matijasevich said political parties oftentimes design their platforms and policy pitches

based on who they know is going to turn out to vote, making it vital for young people and those in different demographics to engage in politics and have their voices heard.

"The idea here is that if voting is such an important thing to do and political engagement is important, then high school is an ideal time to really have these conversations and get people thinking about the importance of involvement and how having a voice, particularly young people, is really important," Matijasevich said about the project.

Both Matijasevich and Mollard said the pilot project launch comes at a perfect time with the federal election right around the corner, as students are already keeping an eye on what's happening. The pilot has been a success, Matijasevich said, and there are plans to bring back the First Vote project with a focus on the municipal elections on the North Shore next year.

"Everyone came out feeling like it was a great project," he said.

Development Proposal

PUBLIC INFO MEETING

Participate virtually April 28–May 9 at [DNV.org/public-meeting](https://www.dnv.org/public-meeting)

PROPOSAL: 873 Premier Street



6 strata townhouse units
13 parking spaces
3 storeys

WE ARE HERE

EARLY INPUT MEETING PUBLIC INFO MEETING COUNCIL DECISION



Contact:
Brienne Brody, Brody Properties Limited
bbrody@brodydevelopment.com, 604-980-2954

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Contact mblack@van.net to arrange a box for your neighbourhood



Newspaper Advertisement: North Shore News – April 30, 2025

north shore news nsnews.com

WEDNESDAY, APRIL 30, 2025 | A25

West Vancouver council flicks wildfire risk reduction rules

BRENT RICHTER
brichter@nsnews.com

West Vancouver council has briefly considered but stopped short on a proposal to make the entire municipality more resistant to wildfires.

For the last five years, any new construction happening within 100 metres of the forest interface must first get a wildfire hazard permit and meet a separate set of rules for construction and landscaping intended to stop wildfires from spreading. Among those guidelines: increasing the space between structures and nearby trees and brush, incorporating fire-resistant construction materials and requiring more fire-resilient tree species in landscaping.

After a series of devastating wildfires elsewhere in B.C. and around the world, staff came forward with a proposal that would extend those same permit rules for new builds across the entire municipality. One of the most worrying lessons learned from the Okanagan Lake wildfire in 2023 was that embers were known to travel 2.5 kilometres beyond the fire's front line, staff noted, and West Van has had several smaller wildfires near Whyte Lake, Horseshoe Bay and Cypress Falls in recent years.

The matter went to a public hearing last month, but when it came to council for a vote on April 14, council members had too many reservations, particularly about the potential for the loss of trees, to go ahead.

"I have concerns about the broad strokes that we tend to be taking with respect to the urban forest management plan and this particular policy that's being proposed," said Coun. Linda Watt. "I just feel that this is not Los Angeles, this is not Kelowna or Maui, and I just feel that it needs more work."

Coun. Nora Gambioli said she was open to making some changes in what construction materials could be used in certain parts of new homes, but she too wasn't prepared for any trade-offs that would see a net loss of trees.

"I don't really see the concrete evidence that the bulk of West Vancouver is a high risk for wildfires... I don't think it's as dire as some of the consultants think it is," she said. "In reality, I think we need a heat-mitigation plan and we need a flood-mitigation plan, if anything. And both those plans require more trees and more canopy, so there's just a bit of a disconnect for me here."

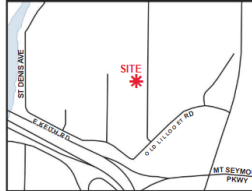
Ultimately, the matter went back to staff for further work.

Development Proposal

PUBLIC INFO MEETING

Participate virtually April 28–May 9 at [DNV.org/public-meeting](https://dnv.org/public-meeting)

PROPOSAL: 873 Premier Street



6 strata townhouse units
13 parking spaces
3 storeys



Contact:
Brianne Brody, Brody Properties Limited
bbrody@brodydevelopment.com, 604-980-2954

Don't miss out!
Enter for your chance to **WIN**

Grand Prize Value \$600

Presented by **north shore news**

Notification Sign



Notification Flyer



This image has been virtually staged.

A two week public input opportunity will be held through the District of North Vancouver's platform. This is an opportunity for neighbours to share their feedback and ask questions to Brody Properties regarding the development proposal.

For more Information please contact

Brody Properties Ltd.
 ☎ 604-980-2954
 ✉ bbrody@brodydevelopment.com

*DNV Development Planner
 Christopher Lumsden*
 ☎ Direct: 604-990-2411 Ext. 7204
 ✉ lumsdenc@dnv.org

Notice of Virtual Public Information Meeting in your Neighbourhood



Brody Properties is hosting a Public Information Meeting to present the development proposal for six townhomes at 873 Premier Street, North Vancouver.

This information is being distributed to owners and occupants within 100 metres of the proposed development site in accordance with District of North Vancouver policy.

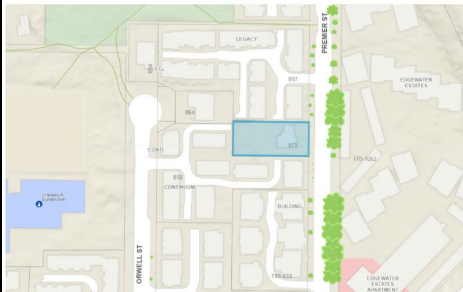
MEETING TIME
 April 28, 2025 – May 9, 2025

Please visit [DNV.org/public-meeting](https://dnv.org/public-meeting) to access the virtual two-week meeting.

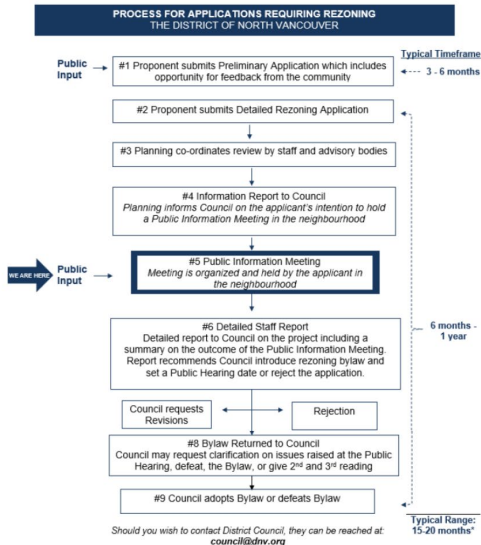


The Proposal

Brody Properties has applied to construct six townhomes, consisting of 2, 3 and 4 bedroom units, located at 873 Premier Street. Access is via 856 Orwell Street. 12 dedicated parking stalls, 12 bike stalls and one onsite visitor parking spaces are proposed. The design will mirror the neighboring development and is consistent with the District of North Vancouver's Official Community Plan.

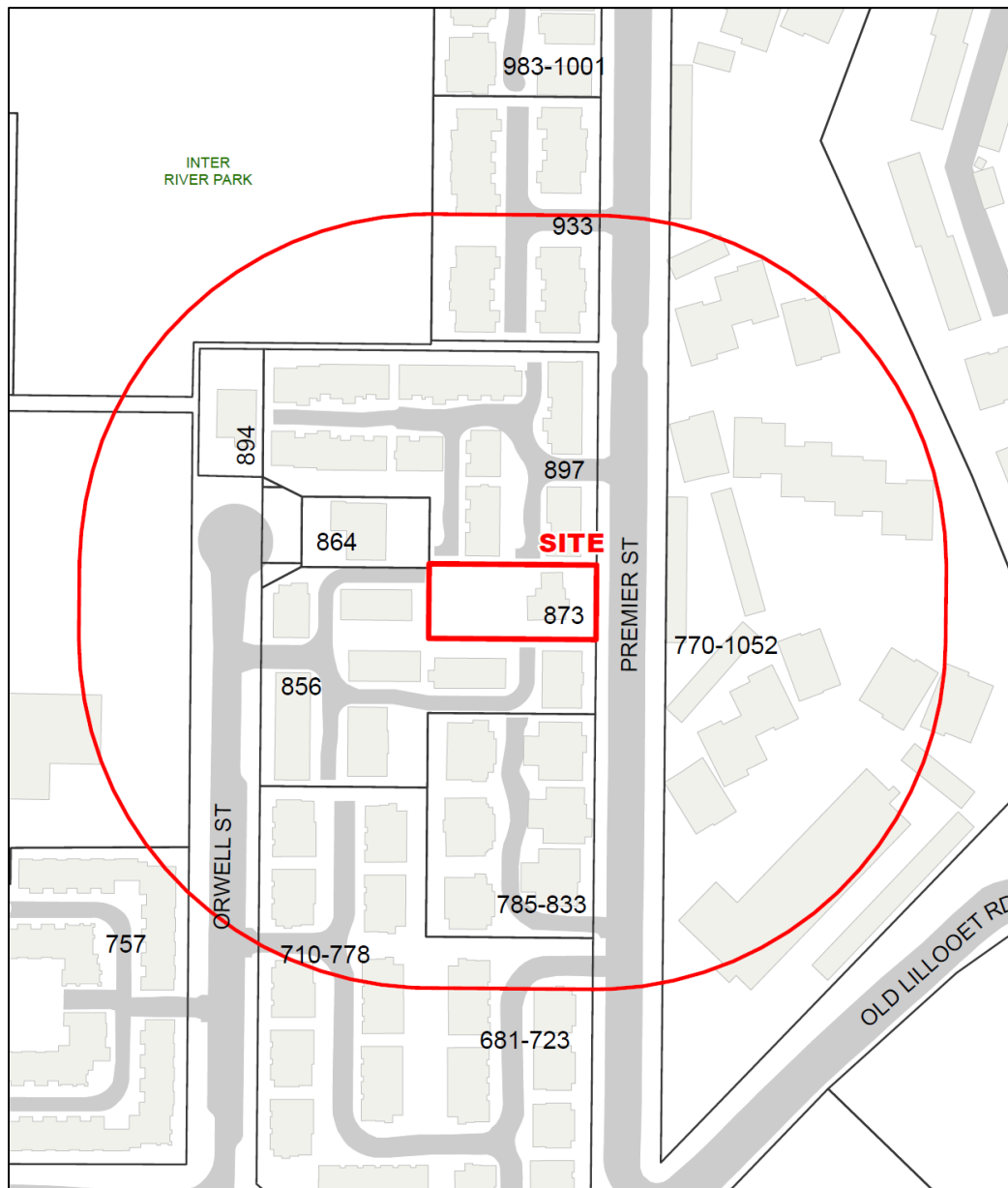


PROCESS FOR APPLICATIONS REQUIRING REZONING THE DISTRICT OF NORTH VANCOUVER



Should you wish to contact District Council, they can be reached at: council@dnv.org

Notification Area



APPENDIX B: Virtual PIM Comments

Seventeen comments were received via the virtual PIM website from eight commenters, and one email was received.

Comment 1 - 2025-04-30 07:10:03

It appears thoughtfully designed and will hopefully integrate seamlessly with the existing neighbouring developments. I question, however, is one visitor parking space enough for 11 new homes?

Comment 2 - 2025-05-01 12:02:01

There is not enough street parking on Premier Street as it is, as 90% of the existing people use their garages for storage. And I'm sure these new owners will do the same! In addition there is no parking for people attending Digger Park NV District needs to implement "resident" parking restrictions on Premier St.

Comment 3 - 2025-05-08 11:49:23

Parking is definitely a concern! Has a wildlife assessment been completed on the birds that live within this property and mature trees/shrubs? Can the access from Premier be maintained and only 5 townhomes (instead of 6) be built to not disrupt the existing Continuum development from both a construction and from a long term combined strata conflict (financially and political)? Instead of a development could this become a public space with all the families that live in the neighborhood?

Comment 4 - 2025-05-08 03:39:13

This proposal lacks clarity on several issues. 1) Strata amalgamation - the owners of the existing units in Continuum complex have paid into and built a healthy reserve fund, will this be diluted by the late joining owners? 2) Laneway on East zone - the details are very vague if the vehicle laneway will now cross the pedestrian walkway (unsafe for kids walking to/from school) 3) Existing garbage and recycling is already at capacity - Will these new houses have their own refuse containers?/more

Comment 5 - 2025-05-08 03:46:51

4) Power Electricity distribution - will the addition of 6 new houses require an enlargement of our existing hydro feed? Who will pay for that? 5) if there isn't an amalgamation of stratas (new owners with current owners) as this aspect has not been clarified, for example will the new owners pay for their own snow clearing for their section? 6) Does the new build have additional visitor parking or will that be drawn from existing strata's limited amount? in sum, this "blend and extend" /more

Comment 6 - 2025-05-08 03:50:02

(/from prev) this "blend and extend" build out has more impact than just your typical "oh, look, new neighbors". The existing Continuum owners have been deprived of SPECIFIC and CLEAR plans and explanations on how injecting X amount of new homes into their community will affect them and their largest financial investment.

Comment 7 - 2025-05-08 04:29:07

- There seem to be no plans for increasing guest parking, putting more pressure on an already existing problem (especially given Premier is at the limit with guest parking) - Strata separation/merging from/with Continuum is not clear. - Seems the drive way will not loop around - hope it stays that way to limit traffic on both sides

Comment 8 - 2025-05-08 04:49:11

It is rather crazy that a development can have an easement to a property they don't own and don't even know they will own it. And now they do own it and we will have a driveway through our property to theirs. Why can they not have their own driveway? Seems reasonable to think each individual complex should have their own. This was never a phase one and phase two process. What kind of rule is this? This is business over community. Even the layout of the property was not a consultation.

Comment 9 - 2025-05-08 05:01:33

Specifically, what did the Developer hear when engagement was conducted with the Continuum complex? How has that feedback specifically been integrated into the plan? Details please. Is the expectation that these six units become part of the continuum development and strata? What are the practical implications for such an integration in things like the contingency reserve fund, adoption of existing bylaws and budgets, etc. Owners of Continuum would like clarity on these important points.

Comment 10 - 2025-05-08 05:02:34

Why is the address of the six proposed units on Premier Street when the three Continuum units that face Premier Street have an Orwell street address? (This is very confusing for delivery drivers and visitors and is a key contributor to traffic challenges within the driveway. Can you please share more details about why access from Premier St. is not being considered given there is an existing driveway to the property on Premier?

Comment 11 - 2025-05-08 05:02:52

The site plan on the website is not provided in a downloadable format and so leaves unanswered questions such as: where is the Garbage room? Or is the plan to share Continuum's garbage room? How will waste be removed from the property and be done in a minimally disruptive way given the easement and shared drive aisle?

Comment 12 - 2025-05-08 05:03:07

To separate the new (private) and old (public) pedestrian walkways, will the wall and trees stay up? What exactly is the purpose of a private pathway right next to the public pathway? Is this a good use of land? Who has use of the private pathway and how will this be enforced?

Comment 13 - 2025-05-08 05:05:02

It is not clear how the drive aisle will be constructed since the video references a “closed circular driveway” but also appears to have a closed end, truncated by the two maple trees planned. Please confirm that the driveway does not connect with the existing continuum driveway at units 16/17. This is a key concern for the community who do not want the two driveways to connect, bifurcating the pedestrian pathway that gets daily use from school aged children on their way to Lynnmour Elementary.

Comment 14 - 2025-05-08 05:05:25

What kind of environmental assessment was conducted on the existing property and its mature trees that provide habitat for a number of species such as mourning doves, hummingbirds, bumblebees, jays? Preserving one existing tree on the north side of the property likely isn't mitigating the environmental impact of tearing down all the greenery on site (including mature, apple tree, and berry bushes).

Comment 15 - 2025-05-09 09:53:19

We bought into Legacy and had no issues parking a large SUV in the garage. Residents storing stuff in the garage and parking on the street is not a development design issue - it's a resident issue. If you have 2 cars, use the garage. The street is for visitors, garages are for residents. My only comment is over planting large trees. Look at existing developments, they're beautiful but 10yrs in the trees are so big and they block windows and natural light. fewer strategically placed trees is

Comment 16 - 2025-05-09 01:02:06

It is not clear why the drive aisle needs to go through the continuum complex instead of through Premier. Orwell street is already beyond capacity with residents parking on the street, delivery trucks, garbage trucks, and school drop offs, etc. It will be a significant safety issue if more vehicles are funneled through Orwell. Has the district considered making the lot a green space for existing residents or limiting the number of new townhouses to 3 or 4 instead of 6?

Comment 17 - 2025-05-09 01:07:13

The current plan, which contemplates 6 new townhouses, will make the surrounding area unnecessary dense and will necessitate removing a significant number of native trees and plants. An environmental assessment should be conducted prior to approving this plan. There are many outstanding questions for the developer from the Continuum residents, many of which include important questions about the merging of stratas and feasibility of the drive aisle. This proposal is not the best use of land.

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Statistics

Orwell Street Townhomes			
Project Owner	Brody Development, 1060 W. 14th St., North Vancouver, BC, V7P 3P3, T.604.980,2954		
Project Architect	Collin Truong, Integra Architecture Inc., T.604.688.4220 2330 - 200 Granville Street, Vancouver, BC, V6C 1S4		
Project Number	23623		
Civic Address	873 Premier Street, North Vancouver, BC		
Legal Description	Lot 22, block 3, District Lot 612 Group 1 New Westminster District Plan 2377		
Project Description	Multi-family development		
Total Gross Site Area (SF)	0.25 Acres	11,000.30 SF	1021.96 m2
Dedications	0 Acres	0.00 SF	0.00 m2
Net Site Area	0.25 Acres	11,000.30 SF	1021.96 m2
Maximum Building Site Coverage (SF)	70%	7700.21 SF	715.37 m2
Proposed Building Site Coverage (SF)	68%	7485.26 SF	695.40 m2
Current Zoning:	RS-3		
Proposed Zoning:	CD		
OCP - Lynnmour/Inter-River	Residential Level 3: Attached Resider		

Building Height	Multi-family Guidelines		Proposed		Variance
Flat Roof	22.0 ft	6.71 m	28.4 ft	8.66 m	No
Slope>8:12	35.0 ft	10.67 m			N/A
T.O. Uppermost Roof (Roof Deck Stair)			42.0 ft	12.8 m	No
	2.5 storeys		3 storeys		

Multi-Family Guidelines Proposed					
Min. Set Backs	Front - East (Premier Street)	12.00 ft	3.66 m	12.00 ft	3.66 m
	Side - North (1st 50')	6.00 ft	1.83 m	6.00 ft	1.83 m
	Side - North (over 50')	10.00 ft	3.05 m	10.00 ft	3.05 m
	Side - South		0 ft		0 m
	Side - West		0 ft		0 m

FSR				
Permitted Density:	0.80	8,800 SF	818 m2	*per OCP
Proposed Density:	0.80	8,780 SF	816 m2	

Unit Mix	Studio	1 Bed	2 Bed	3 Bed	4+ Bed	Total
TH A			1			1
TH A1				1		1
TH A2					1	1
TH C1				1		1
TH C2				1		1
TH C3				1		1
						0
Total	0	0	1	4	1	6
Mix	0%	0%	17%	67%	17%	100%
Family Unit %						100%

Unit Summary				
Level	# Units	Saleable/ Leasable Unit Area (SF)	Balcony (SF)	Deck / Patio (SF)
TH A	1	1,695	66	267
TH A1	1	1,911	144	239
TH A2	1	2,243	186	314
TH C1	1	1,944	85	331
TH C2	1	1,963	85	325
TH C3	1	1,937	85	325
Unit Total	6	11,694	651	1,800

- Notes:
- Note 1: Final areas to be confirmed
- Note 2: Unit areas are measured to the center of partywalls and to the exterior of cladding of exterior walls
- Note 3: The proposed FAR excludes: all garage area, crawlspace under stair (1.2m or less to u/s of slab), bay windows, attic floor areas with ceiling less than 7ft, enclosed access stair to the roof deck
- Note 4: Setback is measured to the main building face.
- Note 5: Site Coverage includes buildings, parking, driveways

Crawl Space means the lowest floor area or structure, within a floor to ceiling height of less than 1.2m, and a distance of:

1. 1.7 m or less, measured from the u/s of supporting joist or slab above to the u/ s of exterior load bearing footing

2. 1.2m or less, measured from the u/s of supporting joist or slab above to the surface of permanent 6" slab reinforced w/ steel mesh

Building Summary	Gross Floor Area				Deductions			Excluded			FSR	
	A	B	C	D	E (B+C+D)	F	G	H (F+G)	I	J	K (I+J)	L (E-H)
	# Units	Saleable/Leasable Unit Area (SF)			Gross Buildable (SF)	Exterior Cladding (SF)	Garage (SF)	Total Deductions (SF)	Balcony (SF)	Deck / Patio (SF)	Total Excluded (SF)	Net FSR (SF)
Building 1		5,849			5,849	53	1,301	1,355	396	819	1,215	4,495
Building 2		5,845			5,845	58	1,502	1,559	255	981	1,237	4,286
Total		11,694			11,694	111	2,803	2,914	651	1,800	2,451	8,780

Building 1	Gross Floor Area				Deductions			Excluded			FSR	
	A	B	C	D	E (B+C+D)	F	G	H (F+G)	I	J	K (I+J)	L (E-H)
Level	# Units	Saleable/Leasable Unit Area (SF)			Gross Buildable (SF)	Exterior Cladding (SF)	Garage (SF)	Total Deductions (SF)	Balcony (SF)	Deck / Patio (SF)	Total Excluded (SF)	Net FSR (SF)
L1	x1 TH-A, x1 TH-A1, x1 TH-A2	1,919			1,919	19	1,301	1,320	0	0	0	599
L2	x1 TH-A, x1 TH-A1, x1 TH-A2	1,906			1,906	16	0	16	396	0	396	1,890
L3	x1 TH-A, x1 TH-A1, x1 TH-A2	1,976			1,976	16	0	16	0	0	0	1,960
Roof	x1 TH-A, x1 TH-A1, x1 TH-A2	48			48	2	0	2	0	819	819	46
Total		5849			5849	53	1301	1355	396	819	1215	4495

Building 2	Gross Floor Area				Deductions			Excluded			FSR	
	A	B	C	D	E (B+C+D)	F	G	H (F+G)	I	J	K (I+J)	L (E-H)
Level	# Units	Saleable/Leasable Unit Area (SF)			Gross Buildable (SF)	Exterior Cladding (SF)	Garage (SF)	Total Deductions (SF)	Balcony (SF)	Deck / Patio (SF)	Total Excluded (SF)	Net FSR (SF)
L1	x1 TH-C1, x1 TH-C2, x1 TH-C3	1,864			1,864	20	1,502	1,522	0	0	0	342
L2	x1 TH-C1, x1 TH-C2, x1 TH-C3	1,961			1,961	18	0	18	255	0	255	1,943
L3	x1 TH-C1, x1 TH-C2, x1 TH-C3	1,973			1,973	17	0	17	0	0	0	1,955
ROOF	x1 TH-C1, x1 TH-C2, x1 TH-C3	48			48	3	0	3	0	981	981	45
Total		5,845			5,845	58	1,502	1,559	255	981	1,237	4,286

Parking Required	Required	
Stalls Required		
2 spaces per dwelling unit	12	
Visitor Stalls Required		
0.1 spaces per unit	1	
	Provided	
Residential - Standard	8	
Residential - Accessible		
Residential - Small Car (max. 35%)	3	
Residential - Loading	0	
Visitor - Standard	1	
Visitor - Accessible	0	
Visitor - Small	1	
* all residential stalls are EV ready		
Total Residential	12	11
Total Visitor	1	2
Total		13

Regular stall: 2.7 m (8.83 ft) wide, and 5.7 m (18.7 ft) long.

Small Stall: 2.6 m (8.5 ft) wide, and 4.9 m (16.1 ft) long.

Bicycle Space Calculation	Required	Provided
Residential		
2 spaces per two or more bedroom unit	12	12
Vertical (max. 25%)		0%
Horizontal (min. 75%)		100%
Bike Locker (provided 4'-2" x 6')		0
Visitor		
4 spaces per 0-19 units	4	4
Total Residential	12	12
Total Visitor	4	4
Total		16

Private Outdoor Space Calculation	Required (m2)	Provided (m2)
9.0 m2 per unit (patio/balcony)	54	228
Total		228

Solid Waste & Recycling			
Residential Garbage			
Total Waste & Recycling Area			
Required	2x360 litre totes @1.36m2 per tote	29.28 SF	2.7 m2
	2x240 litre totes @ 1.26m2 per tote	27.13 SF	2.5 m2
	1x3 yd bin @ 4.41m2 per bin	47.47 SF	4.41 m2
	Total Required	103.9 SF	9.7 m2
	Total Provided	113.7 SF	10.56 m2
Temporary Storage Area	Required	51.9 SF	4.83 m2
(50% of Storage Area)	Provided	51.2 SF	4.76 m2
Mixed containers	6 Units @ 1 tote/5-10 units	1 tote (360 litres)	(36"X32"X43")
Mixed paper	6 Units @ 1 tote/5-10 units	1 tote (360 litres)	(36"X32"X43")
Glass	6 Units @ 1 tote/5-10 units	1 tote (240 litres)	(30"X31"X42")
Food Scraps & Yard Trimmings	6 Units @ 1 tote/5-10 units	1 tote (240 litres)	(30"X31"X42")
Total Recycling Containers Required		2 totes (360 litres)	(36"X32"X43")
		2 totes (240 litres)	(30"X31"X42")
Garbage	6 Units @ 1 bin/5-10 units	1 bin (2 yards)	(6'X3.5'X4')
Cardboard	6 Units @ 0 bin/5-10 units	0 bin	

Attachment 3

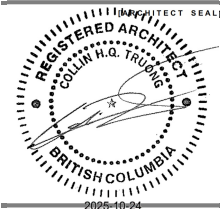


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BRODY PROPERTIES LTD.

[PROJECT]

Premier Street

873 PREMIER STREET
NORTH VANCOUVER, BC

[TITLE]

Data Sheet

23623 [PROJECT]

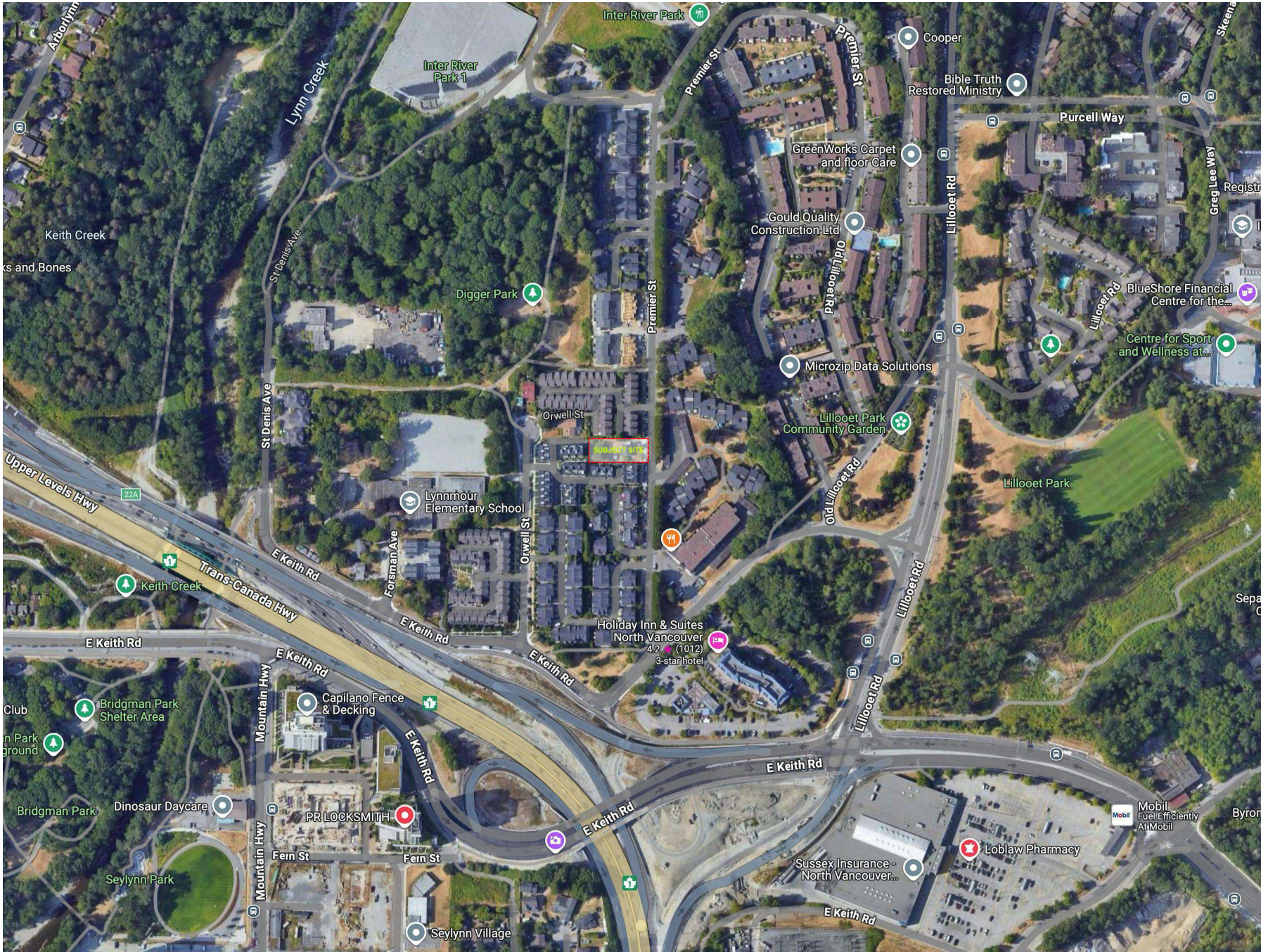
NOT TO SCALE [SCALE]

October 24, 2024 [DATE]

02 - Detailed Application [ISSUE]

[DRAWING]

A-0.100



SITE CONTEXT PLAN



VIEW AT NORTH-EAST CORNER



VIEW AT SOUTH-EAST CORNER



SITE VIEW LOOKING WEST



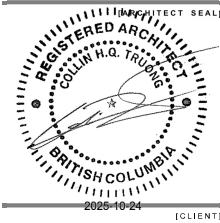
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[PROJECT]

Premier Street

873 PREMIER STREET
NORTH VANCOUVER, BC

[TITLE]

Site Context and Photos

23623 [PROJECT]

NOT TO SCALE [SCALE]

October 24, 2024 [DATE]

02 - Detailed Application [ISSUE]

[DRAWING]

A-0.200

October 24, 2025

DESIGN RATIONALE

873 Premier Street, North Vancouver

INTENT

The Lynnmour / Inter-River Local Plan recommends the area to be redeveloped providing low-density, ground orientated multiple units integrated with the established neighbourhood. The surrounding area is largely townhouse projects that have been completed nearby, including the adjacent Continuum, Wedgewood and Legacy townhomes.

This rezoning submission proposes to change the zoning of 873 Premier Street from RS-3 to Comprehensive Development CD District. The site area is approximately 11,000 sf (1,021.9 m2) and is currently occupied by a single-family house.

The intent of the development is to provide 6 units of market Townhomes with attached garages, with a unit mix ranging from 2-bedroom to 4-bedroom units. The proposed residential area is 8,780 sf (816.0 m2) achieving an FSR of 0.8.

The development is an extension of the successfully completed project at 856 Orwell Street and will be similar in design layout and character.

NEIGHBOURHOOD CONTEXT

The subject site is an orphaned lot adjacent to Continuum Townhomes on the West and South, and Legacy Townhomes to the North. It is a rectangular shape site consisting of a single-family residential home.

The Lynnmour / Inter-River Area One Design Guideline limits the density to 0.8 FSR with max of 24 units per acre. The project proposes 6 units as permitted. The 0.8 FSR computation formula is based on the previously approved adjacent development in the same area at 856 Orwell Street.

SITE PLAN CONCEPT

The proposed buildings are situated in relation to the existing Continuum Townhomes to the South and West. Creating a homogenous development with shared access by an internal driveway connection, at the west of this property.

Building #1, fronts Premier Street to maintain the strong street presence as established by the existing Continuum Townhome development on the south.

Residential units have ground-oriented entrances to promote pedestrian activity and animate the pedestrian realm. Vehicular access is located at 856 Orwell Street to each units attached garage.

FORM AND CHARACTER

The design maintains the adjacent residential context of 856 Orwell Street.

The project proposal maintains the contemporary architectural language. The overall massing is simple with flat roofs, yet interesting with distinct 'window frames', defined by accent material - metal panel.

The window frame elements, besides adding individual character, increase privacy of the units and solar protection.

The blocks of different unit types have individual expression due to different module dimensions, design and material application. Individual unit entries have been created along the streets with decorative wood-composite horizontal screens and gates.

Proposed roof decks for all the units, as additional usable private open space, will create varied rooflines mitigating the three-storey massing. The flood hazard requirements impact the architecture by forcing a layout of three bedrooms together on the upper floor, creating effectively a three-storey building mass.

SUSTAINABILITY

Sustainability features, include the use ENERGY STAR® appliances, low flow fixtures, low VOC materials & finishes, and a compact building envelope. Further sustainable development components include: water retention, large overhangs, electric car plug-in points in garages, reduced allergen carpeting, rainwater collection for watering, porous paving, as well as high performance wall assemblies and glazing.

The roof deck concrete pavers and potential planters will deflect some of the heat energy from the sun, while reducing the absorption of heat into the building and thus, mitigating the impact of "heat island effect". Large roof overhangs will provide solar shading and help manage heat gain from western exposure in the summer.

Energy Modeling report by a certified professional and BC Energy Step Code Compliance to be incorporated into the design.

CPTED (Crime Prevention Through Environmental Design)

The project has taken CPTED into consideration by ensuring the following, but not limited to:

Natural Surveillance

- Windows overlooking public and private areas.
- Transparency at building entrances and exits.
- Landscape design that provides surveillance and visibility
- Ensuring problem areas are well lit (eg. pathways, stairs, entries/exits etc., parking areas)
- Provide visibility through screens/fences

Natural Access Control

- Clearly identifiable point of entries
- Eliminate design features that provide access to roofs and upper levels

Natural Territorial Reinforcement

- Maintained premises and landscaping such that it communicates an alert and active presence occupying the space.
- Restricted private activities to defined private areas.
- Display security system signage at access points.
- Scheduling activities in common areas to increase proper use, attracts more people and increases the perception that these areas are controlled.

LANDSCAPING

The landscaping has been designed to provide a buffer and enhance the private and semi-private spaces adjacent to the development. Decorative paving will be incorporated at the driveway spaces.



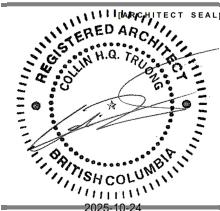
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[PROJECT TEAM]



BRODY PROPERTIES LTD.

[PROJECT]

Premier Street

873 PREMIER STREET
NORTH VANCOUVER, BC

[TITLE]

Design Rationale

23623 [PROJECT]

NOT TO SCALE [SCALE]

October 24, 2024 [DATE]

02 - Detailed Application [ISSUE]

[DRAWING]

A-0.300



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(PROJECT)

873 PREMIER STREET
NORTH VANCOUVER, BC

[TITLE]

23623 [PROJECT]

$3/32'' = 1'-0''$ [SCALE]

October 24, 2024 [DATE]

02 - Detailed Application [ISSUE]

DRAWING 1

A-1.000

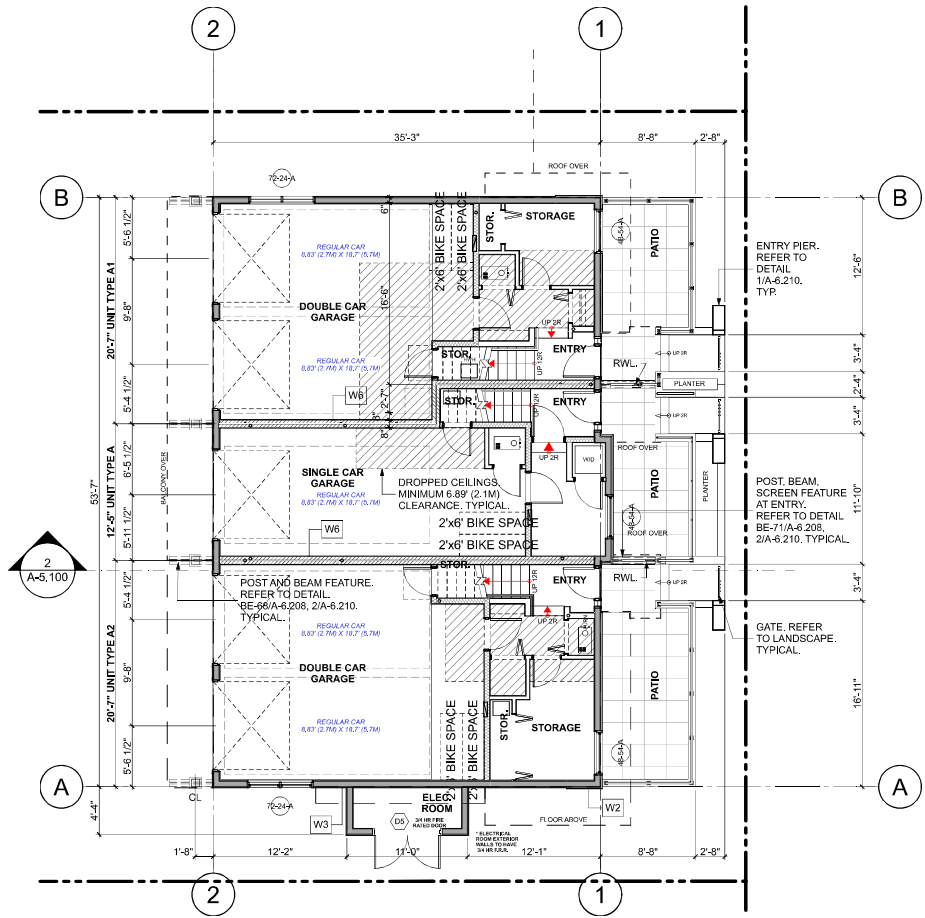
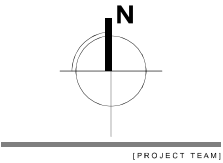
NOTE:
REFER TO 1/4" SCALE UNIT PLANS FOR
ADDITIONAL INFORMATION AND INTERIOR
LAYOUTS.



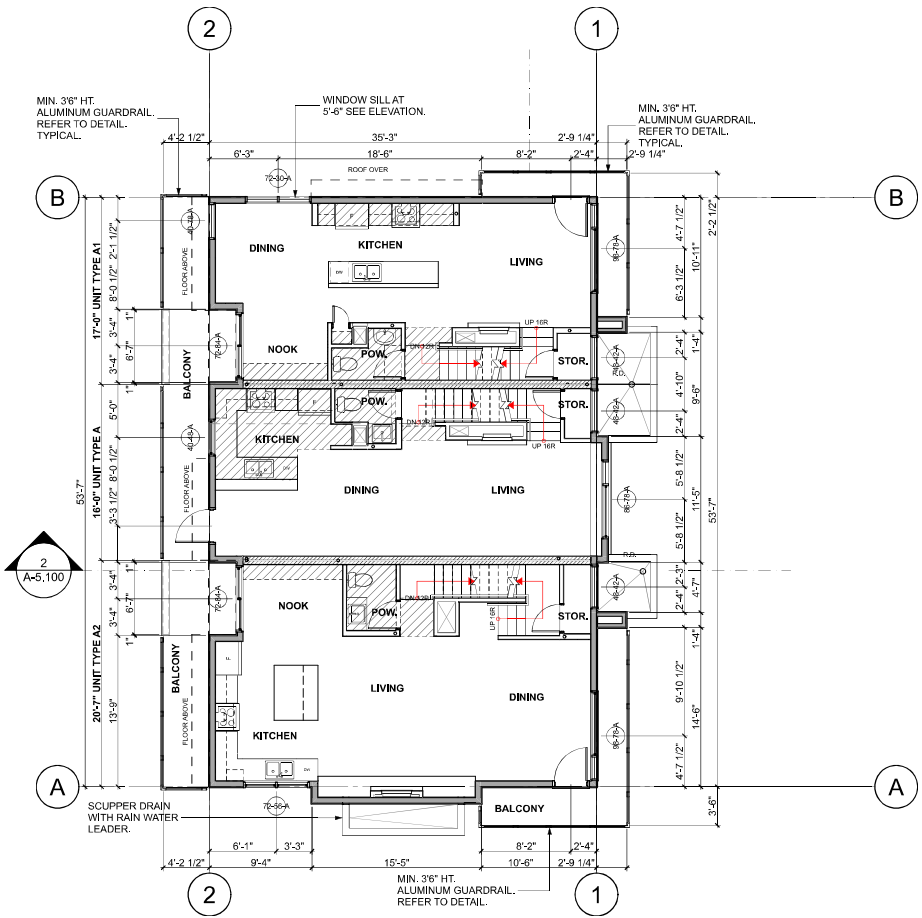
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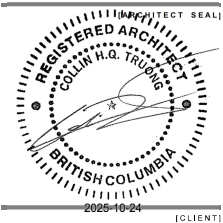
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1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"



2 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"



BRODY PROPERTIES LTD.

Premier Street

873 PREMIER STREET
NORTH VANCOUVER, BC

OVERALL PLAN
BUILDING 1

23623	[PROJECT]
1/8" = 1'-0"	[SCALE]
October 24, 2024	[DATE]
02 - Detailed Application	[ISSUE]
	[DRAWING]

A-2.100

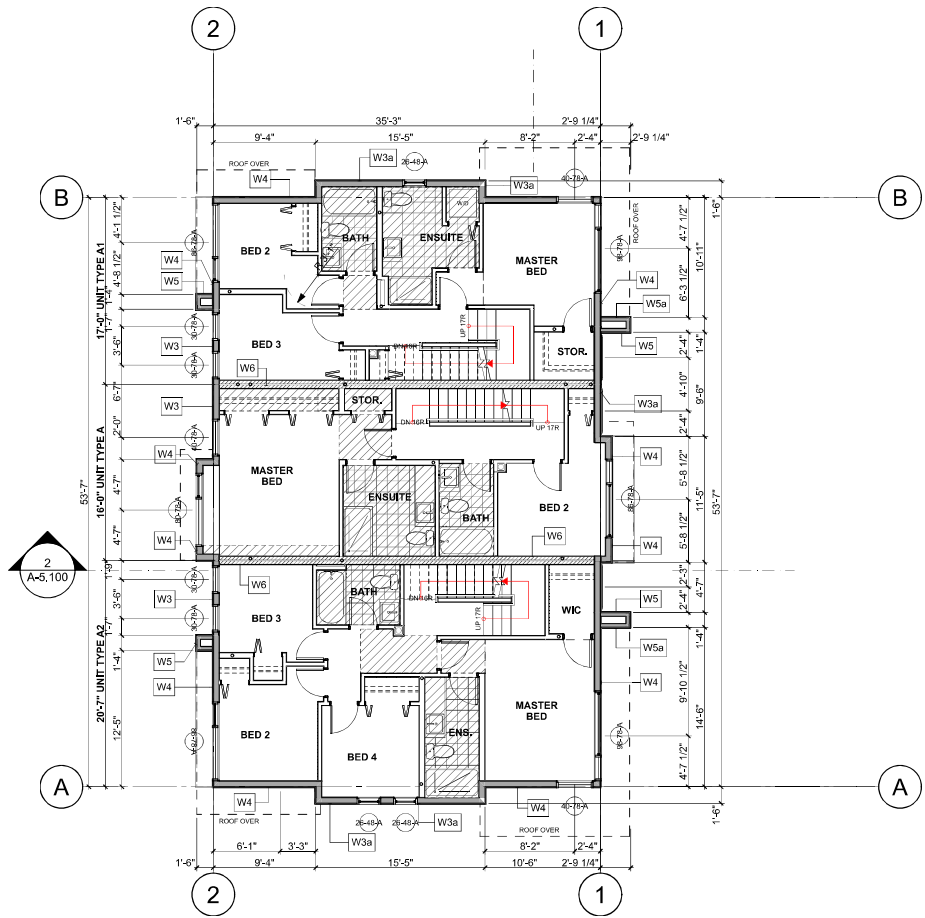
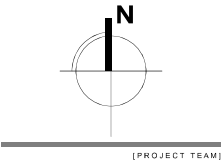
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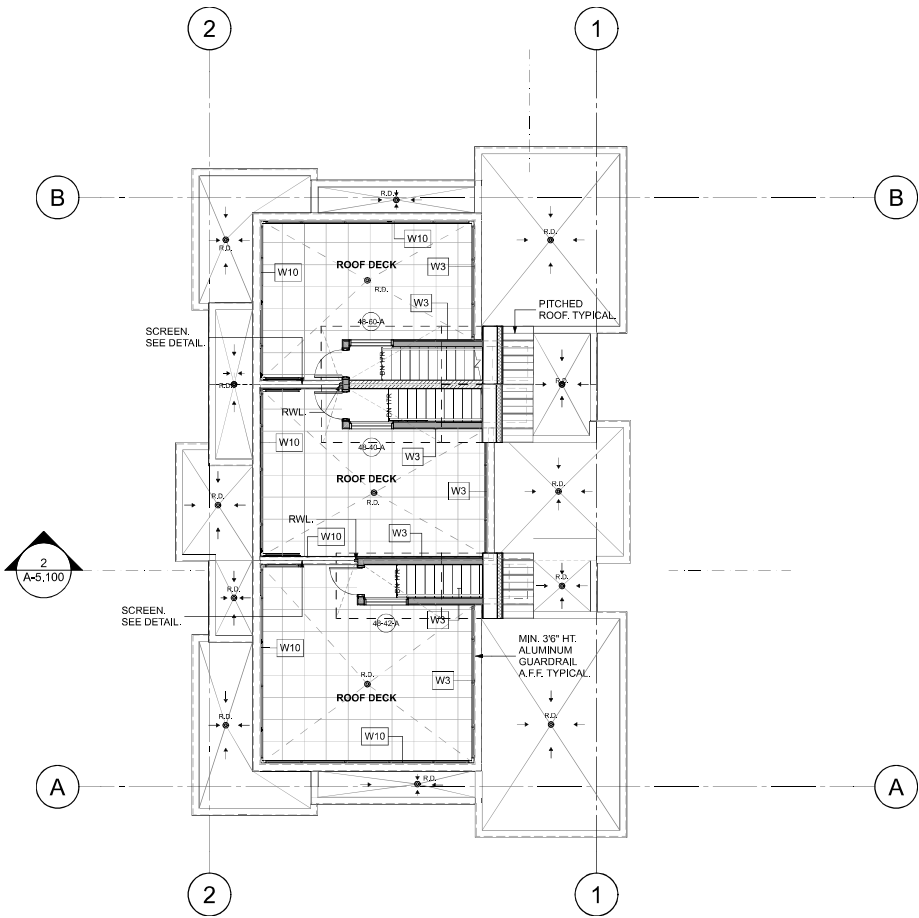
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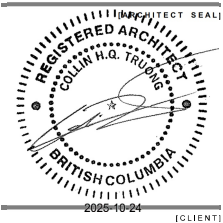
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1 THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"



2 ROOF PLAN
SCALE: 1/8" = 1'-0"



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Premier Street

873 PREMIER STREET
NORTH VANCOUVER, BC

OVERALL PLAN
BUILDING 1

23623	[PROJECT]
1/8" = 1'-0"	[SCALE]
October 24, 2024	[DATE]
02 - Detailed Application	[ISSUE]
	[DRAWING]

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Premier Street

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NORTH VANCOUVER, BC

OVERALL PLAN BUILDING 2

23623 [PROJECT]

1/8" = 1'-0" [SCALE

October 24, 2024 [DATE]

02 - Detailed Application [ISSUE]

[DRAWING]

A 2 200

A-2.200

MATERIAL & COLOUR LEGEND

Colour	Manufacturer	Reference No.	Elements
A	Light Gray	Flat Roof	SBS Roof Roof Deck Area Concrete Pavars
B	Dark Grey	Benjamin Moore BM 2124-20 Trout Grey	Hardie Plank Lap Siding c/w 'Easy Trim', Cedarmill texture, 7" Exposure, Easy Trim painted to match
C	Off-White	James Hardie Colour Plus Collection	Pre-finished Cobble Stone
D	Stain	WeatherBoards Fibre Cement Siding	Alura ColorMax Finishing System w/ Stains - Maple
E	Grey Metallic	AL 13 Aluminum Metal Panel System	Pre-finished Solid Colours 'Elephant Grey'

Colour	Manufacturer	Reference No.	Elements
E1	Woodline	AL 13 Aluminum Metal Panel System	Pre-finished Woodline 'Apple Wood'
F	Black	Windows	Black Colour
G	Stained	Weatherboards Fibre Cement Siding	Alura ColorMax Finishing System w/ Stains - Maple
G1	Grey	Aluminum Soffit	Gentek Slate
H	Charcoal	Benjamin Moore	BM 2124-10 Wrough Iron

Colour	Manufacturer	Reference No.	Elements
H1	Dark Grey	Benjamin Moore	BM 2124-20 Trout Grey
J	Grey / Brown	Cultured Stone	Platinum Pro-Fit LedgeStone
K	Black	Durarail Powder Coatings	Black (Satin Finish)
L	Black	Makin Metals Ltd.	Black (Satin Finish)
M	White	Makin Metals Ltd.	'White-White'

Colour	Manufacturer	Reference No.	Elements
N	Stained	Stained Timber	Stain Sikkens SRD Natural Oak
N1	Wood Look	Wood Composite	To Match Sikkens SRD Natural Oak
O	Light Beige	Architectural Concrete	Benjamin Moore Amherst Grey BM HC-167

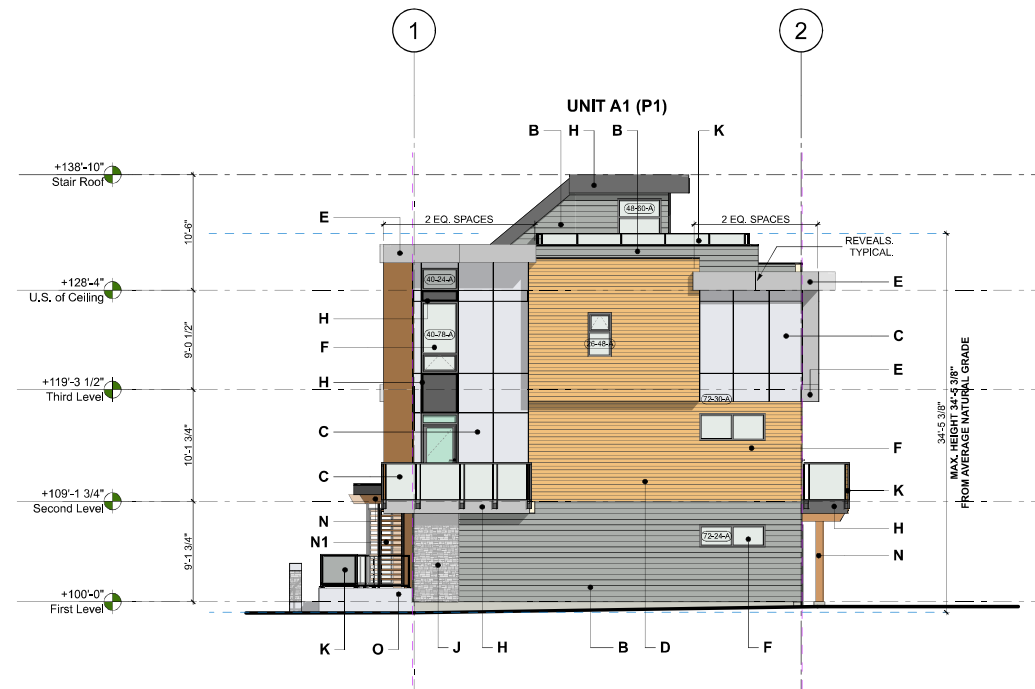


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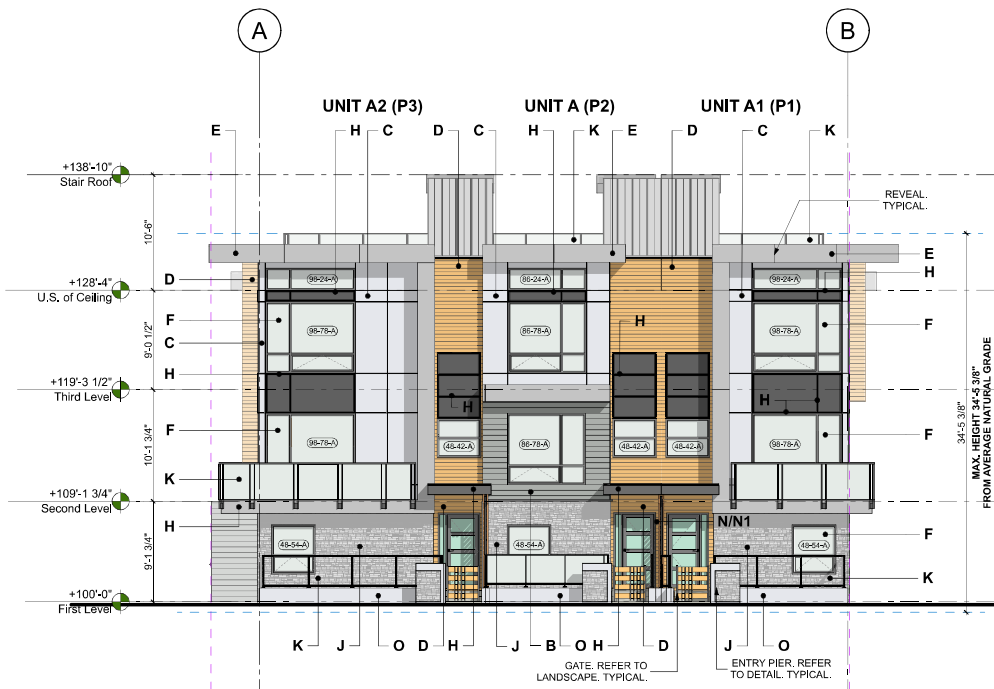
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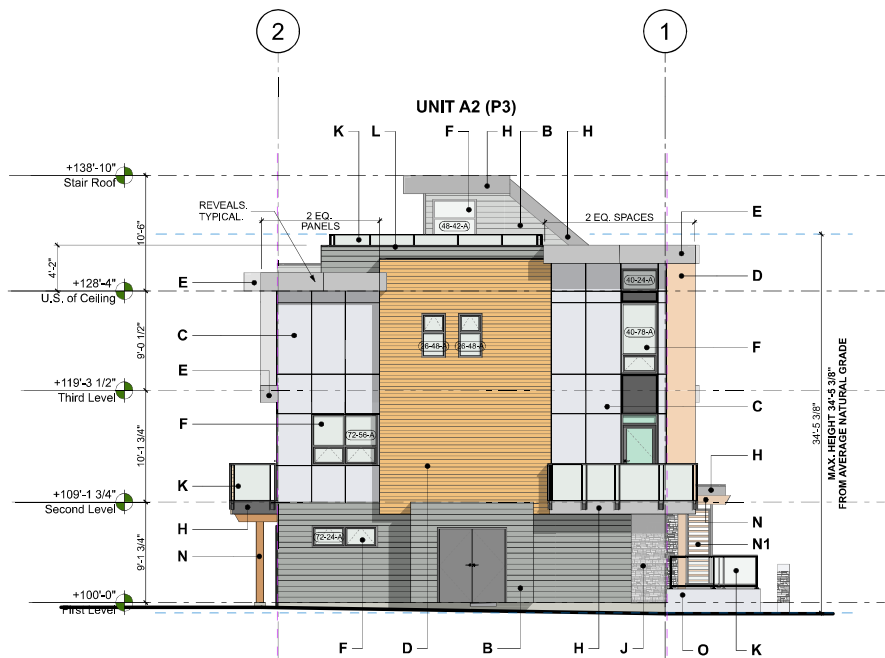
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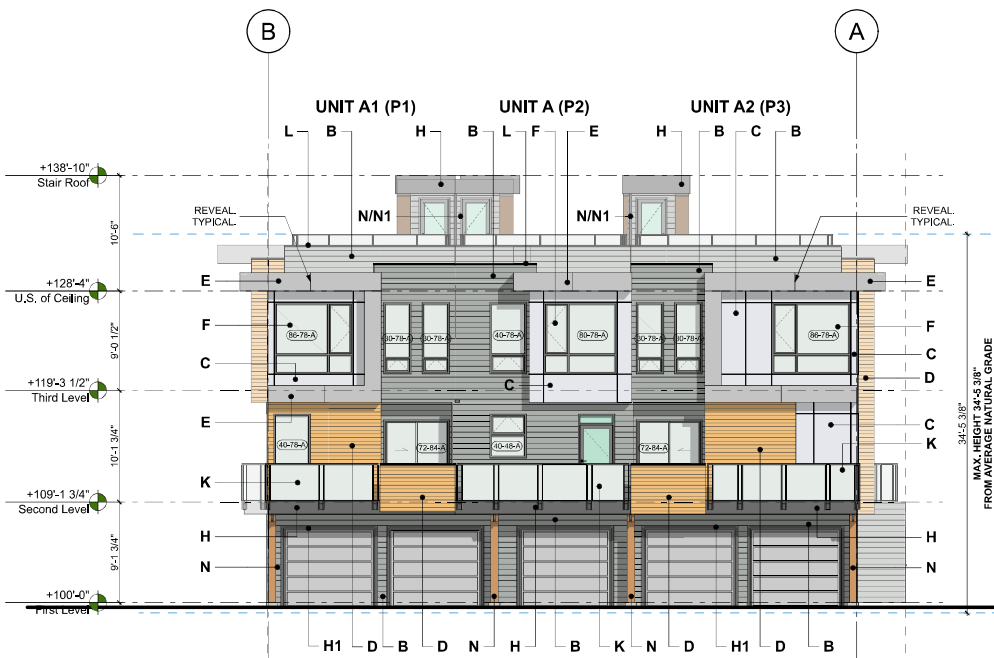
1 BUILDING 1 - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



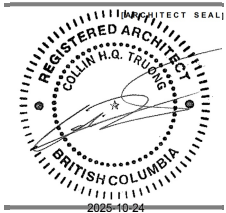
3 BUILDING 1 - EAST ELEVATION
SCALE: 1/8" = 1'-0"



2 BUILDING 1 - SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



4 BUILDING 1 - WEST ELEVATION
SCALE: 1/8" = 1'-0"



BRODY PROPERTIES LTD.

Premier Street

873 PREMIER STREET
NORTH VANCOUVER, BC

ELEVATIONS
BUILDING 1

23623

1/8" = 1'-0"

October 24, 2024

02 - Detailed Application

A-4.100

MATERIAL & COLOUR LEGEND

Colour	Manufacturer	Reference No.	Elements
A	Light Gray	Flat Roof	SBS Roof Roof Deck Area Concrete Pavers
B	Dark Gray	Benjamin Moore BM 2124-20 Trout Grey	Hardie Plank Lap Siding c/w 'Easy Trim', Cedar-mill texture, 7" Exposure, Easy Trim painted to match
C	Off-White	James Hardie Colour Plus Collection	Hardie Panel c/w 'Easy Trim' - Smooth Texture, Easy Trim painted to match
D	Stain	WeatherBoards Fibre Cement Siding	Fibre Cement Lap Siding Cedar-mill texture c/w 'Easy Trim', Pre-finished 5 1/4" Exposure, Easy Trim painted to match
E	Grey Metallic	AL 13 Aluminum Metal Panel System	Selected Locations at Feature Frame Elements Only

Colour	Manufacturer	Reference No.	Elements
E1	Woodline	AL 13 Aluminum Metal Panel System	Selected Locations at Inside Wall of Feature Frame Elements Only
F	Black	Windows	Typical Vinyl Windows and Sliding Doors
G	Stained	Weatherboards Fibre Cement Siding	Pre-finished Soffits at Main Roof Overhangs, Entrance Canopy
G1	Grey	Aluminum Soffit	4 Panel Perforated Aluminum Soffit u/s of Balconies @ Selected Roof Overhangs
H	Charcoal	Benjamin Moore BM 2124-10 Wrough Iron	Wood Trims, Wood Fascias at Flat Overhangs as Indicated, Balconies

Colour	Manufacturer	Reference No.	Elements
H1	Dark Grey	Benjamin Moore BM 2124-20 Trout Grey	Wood Trims at Flat Roofs and Frame Elements at Garage Elevations
J	Grey / Brown	Cultured Stone	Platinum Pro-Fit Ledgestone
K	Black	Durarail Powder Coatings	Black (Satin Finish)
L	Black	Makin Metals Ltd.	Black (Satin Finish)
M	White	Makin Metals Ltd.	'White-White'

Colour	Manufacturer	Reference No.	Elements
N	Stained	Stained Timber	Stain Sikkens SRD Natural Oak
N1	Wood Look	Wood Composite	To Match Sikkens SRD Natural Oak
O	Light Beige	Architectural Concrete	Benjamin Moore Amherst Grey BM HC-167



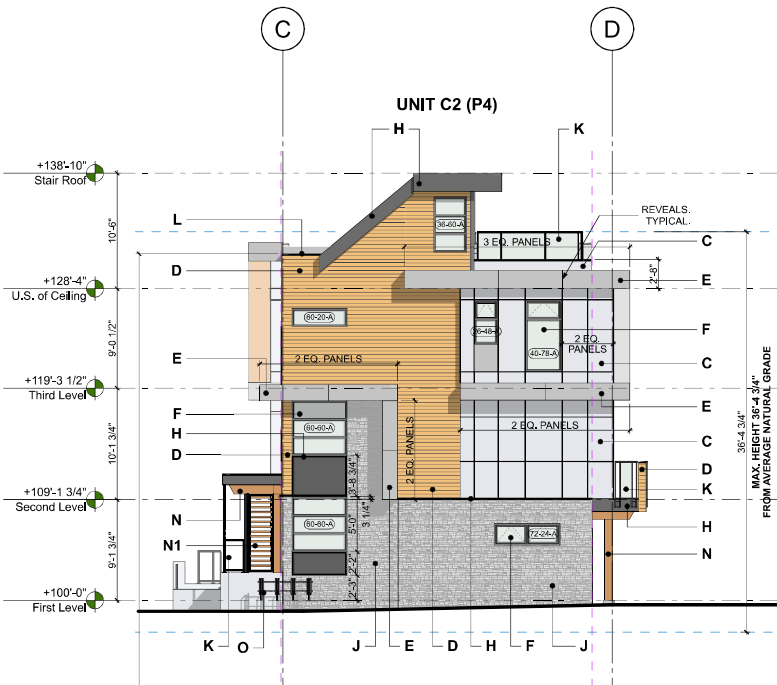
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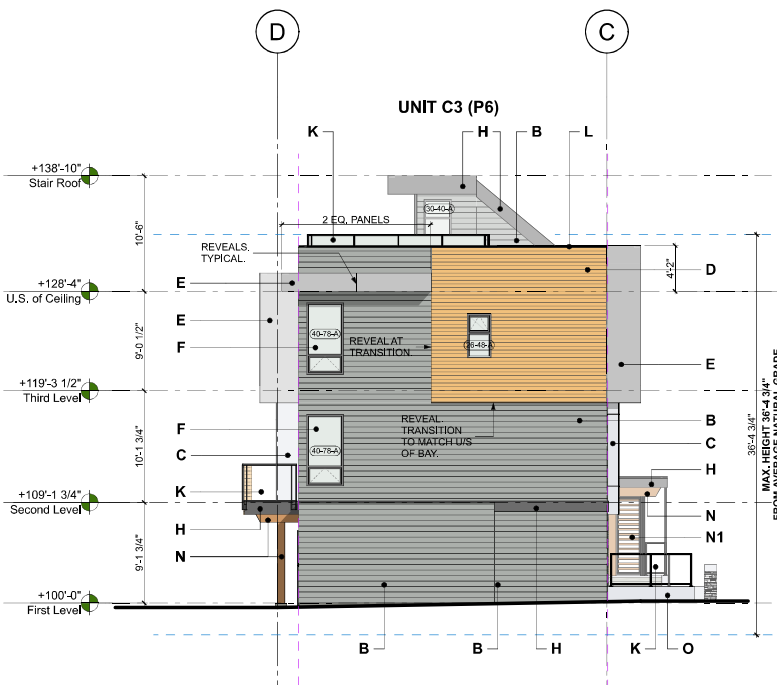
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SCALE: 1/8" = 1'-0"



3 BUILDING 2 - EAST ELEVATION
SCALE: 1/8" = 1'-0"

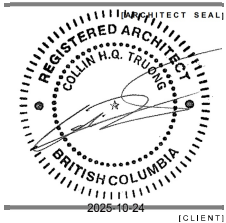


2 BUILDING 2 - NORTH ELEVATION
SCALE: 1/8" = 1'-0"



4 BUILDING 2 - WEST ELEVATION
SCALE: 1/8" = 1'-0"

[PROJECT TEAM]



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Premier Street

873 PREMIER STREET
NORTH VANCOUVER, BC

ELEVATIONS
BUILDING 2

23623

1/8" = 1'-0"

October 24, 2024

02 - Detailed Application

[DRAWING]

A-4.200



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1. detailed application submission Oct 09 2024
2. re-application submission Oct 17 2025

Arya Engineering Inc.

873 Premier St
North Vancouver, BC

GRADING PLAN

1/8"=1'0"

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24.001 L1

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